

PLYMOUTH OWNERS CLUB

JUDGING GUIDE

Group 1 1928 – 1939

Introduction	2
Club Policy on Modified Cars	3
Section I - Classes and Awards	5
Section II - Restoration Policy	8
Section III - Judging Worksheets	10
Section IV - Group 1 1928 - 1939 Worksheet Guides	20
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections A, B, C)	21
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections D, E)	23
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections F, G)	24
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections H, I)	25
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections J, K)	26
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections L, M)	27
GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections N, O)	28
Check List for Group I Category O Engine	29
Section V - Technical Advisors' Comments	30
1931 PA	36
1932 Model PB	38
1933	39
1934	40
1935	44
1936	46
1937	47
1938	49
1939	52
1935 - 1941 Commercial	53
FARGO COMMERCIAL	56

Introduction

This Judging Guide was first published in 1991. Since then additional Technical Advisors have contributed and others have made some changes to their section. The most recent changes were made in March 2000.

Our judging criteria was established years ago. Most of it is still valid for pre-50 Plymouths. As the Club now recognizes Plymouths twenty-five (25) years old and older, some of the criteria has changed. Things like engine chrome, radial tires and wild colors come as standard equipment. These newer items will require our attention as more of the later model Plymouths show up at our Meets.

The intent of this package is to establish a judging baseline. It should be used by the Chief Judge at a Meet to help verify the authenticity of equipment. A few Technical Advisors have included enough specific detail that it could be used as a restoration guide for some years. The more the Guide is used; the more it will be reviewed; corrections will be pointed out; and it will become more accurate. Keep in mind that it is very difficult to authenticate everything about a specific model or year. Technical Advisors do not claim to know everything. Typos do occur. If you disagree with something and can verify a fact, provide this information to the appropriate Technical Advisor for review.

The Design 11 update made in March, 2000 separated the Judging Guide into three packages based on our Groups. Group 1 covers the years 1928 through 1939. Group 2 covers the years 1940 through 1959. Group 3 covers the years 1960 to current recognized model year. It is anticipated that additional changes will be made as the need arises.

This guide supercedes all other Plymouth Owners Club judging criteria.

Edward R. Peterson
Director

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Attention Chief Judge

Club Policy on Modified Cars

The purpose of the Club is to encourage the use, preservation and restoration of Plymouth and Fargo automobiles and trucks, 25 years of age or older, particularly the AUTHENTIC restoration of these models, to provide and regulate meets, tours and exhibitions for members vehicles, to provide high judging standards at these meets, to publish in the club magazine information of interest and value to the members, and to discourage any activities, ideas or philosophies contrary to these aims.

This paragraph certainly gets directly to the issue we are dealing with. We are to promote the AUTHENTIC restoration of Plymouths and Fargos. That means we need to judge these cars against a standard of a factory shipped car. Original Plymouths did not come from the factory with modern modifications. Changes made due to state safety requirements are acceptable, such as safety glass, seat belts and turn signals.

If any vehicle has been modified in such a way as to obviously alter horse power, and components to include; rear end, transmission, suspension, electrical system, sheet metal, such as a street rod, it shall be ineligible for judging. Minor changes for safety and ease of driving such as seat belts, safety glass, radial tires and turn signals do not make a car modified and the car may be judged. Installation of overdrive units in vehicles that did not originally offer them shall be cause for point deductions. The car will lose points for these changes unless required by state laws.

The original model engine must be installed in the said model. For example, PB engine in PB model car. A non-original engine installation shall result in ZERO points for the engine category at all Plymouth Owners Club judged meets. If a vehicle has been modified so that it has a non- stock engine (6 cylinder or 8 cylinder in a car that originally came with a 4 cylinder), it is considered modified.

If a factory replacement engine between the years 1935 and 1949 has been installed, there will be no penalty. Factory replacement engines can be identified by the lack of a serial number stamped on the engine number pad of the block. They can also be identified by a tag reading. For Parts Specify Model 220. Although Chrysler did build other replacement engines, only replacement coded 220 is correct for any Plymouth passenger car from 1935 through 1949, including all Plymouth PT commercial models. Vehicles equipped with a replacement engine OTHER than the Model 220 would be judged as if an incorrect model engine were installed in the vehicle. Questionable replacement engines - those in which the replacement engine tag is missing or incorrect, would disqualify the vehicle for Best of Show. A missing tag should also have points deducted for this flaw.

If a car comes with a color that was offered by another Chrysler Division in a specific year, it will be eligible for judging and no points will be deducted if proof is provided by the vehicle owner that the color was available that year. This applies to the years that special colors were offered by Plymouth.

Here are the 1993-94 major changes that have been made to our previous judging criteria:

1. With the vote to admit all Plymouth-bodied cars (mostly Canadian) to the club roster and for judging at club meets, the following cars are now eligible for recognition by the Plymouth Owners Club.

Plymouth bodied Dodges and DeSotos will be judged in the class of the Plymouth equivalent. Also, owners of these cars can contact Tech Advisors of the equivalent Plymouth for technical advice since chassis, drive train and most sheet metal is identical.

The list shows just a single series for the years 1936-1938 and 40-41 when Plymouth had two. Research is still being done to determine if the Ply-bodied Dodges had both standard and Deluxe models those years and whether they each had a series number or were considered sub- series.

Another sure way for judges to determine the eligibility of a particular Dodge is to check the wheelbase. If it doesn't match that of the equivalent Plymouth, it's not Plymouth-based. From 1940 on a visual check can easily determine if the sheet metal is of Plymouth origin or not. From 1953-59 Dodge front clips were used on Plymouth bodies. The years 1932 (the DM is extremely rare) through '39 may necessitate a series/serial number and/or wheelbase check since Plymouth and Dodge sheet metal was somewhat similar during those years. Plymouth-bodied Dodges and DeSotos now recognized by the club.

Plymouth	Dodge equivalent	DeSoto equivalent
1932 PB	1932 DM	
1933 PC	1933 DQ	
1934 PE	1934 DT	
1935 PJ	1935 DB	
1936 P1, P2	1936 D3	
1937 P3, P4	1937 D6	
1938 P5, P6	1938 D8	
1939 P7, P8	1939 D12, D13	
1940 P9, P10	1940 D15	
1941 P11, P12	1941 D20	
1942 P14	1942 D23	
1946-48 P15	1946-48 D25	1946-48 SP15
1949 P17, P18	1949 D31, D32	1949 SP17, SP18
1950 P19, P20	1950 D35, D36	1950 SP19, SP20
1951-52 P22, P23	1951-52 D39, D40	1951-52 SP22, SP23
1953 P24	1953 D43	1953 SP2
1954 P25	1954 D49	1954 SP25
1955 P26, P27	1955 D54, D59	1954 SP25
1956 P28, P29	1956 D60, D61	1956 SP28, SP29
1957 P30, P31	1957 D64, D65	1957 SP30, SP31
1958 LP1, LP2	1958 LE1, LE2	1958 LSP1, LSP2
1959 MP1, MP2	1959 ME1, ME2	1959 MSP1, MSP2

Minimum for winning a Best of Show is now 92 points, previously 90. Minimum for winning a First Place is now 90 points, previously 85. Minimum for winning a Second Place is now 85 points, previously 70. Minimum for winning a Third Place is now 75 points, previously 60.

For information

The Chrysler Cup (Best of Show 1928-1939) is a rotating trophy. The winners are to keep the originals for one year, until the next similar National Meet (i.e. from the Spring Meet to the next year's Spring Meet). The Region presenting the award is responsible for supplying the appropriate replacement award when the original is returned.

Decisions of the judging teams are final. If there are any MAJOR disagreements due to the judging of a vehicle that is not resolved at the Meet, do not get in an argument. Ask the owner to describe the point of contention in writing and include copies of any material which supports the point. You are to put your point of view in writing along with any supporting material and mail everything to the National Technical Director, with a copy going to the President, for resolution of the problem.

Acknowledgment

Thank you to the Officers, Directors and Technical Advisors for their input and assistance in putting together this Guide.

Section I - Classes and Awards

Classes recognized since January 2001.

Group 1 1928 – 1939

Class 1 - 1928-1932

Class 2 - 1933-1939

Group 2 1940 – 1959

Class 3 - 1940-1948

Class 4 - 1949-1954

Class 5 - 1955-1959

Group 3 1960 to current recognized year

Class 6 - 1960-to current year accepted Valiant

Class 7 - 1962-CYE B-body, (62-64 Savoy, Belv., Fury, Sp. Fury & 65-68, Belv., Satellite & 67-68 GTX, 68 Roadrunner)

Class 8 - 1960-1961 Full Size, 1965 to current year accepted C-body

Class 9 - 1964-to current year accepted + Barracuda

Class 10 - Plymouth & Fargo Commercial Including Woodies 1928 to last year made

Vehicles in Class 10 are judged together but compete for Best of Show trophies in the Group related to its year of manufacture.

Senior Class - All previous Best of Show Winners

Group One (not yet initiated)

Group Two (not yet initiated)

Group Three (not yet initiated)

Point Requirements to win a trophy

Best Of Show - minimum 92 points

First Place - minimum of 90 points

Second Place - minimum of 85 points

Third Place - minimum of 75 points

There does not have to be a Best of Show, first, second or third place winner in each group or class. If cars do not have sufficient points to win according to the above requirements, then no trophy is presented in that category.

Awards & Trophies

Group 1 - Best of Show 1928 to 1939 - Chrysler Corporation Trophy

Awarded at each Meet to the vehicle between the years 1928-1939, winning Best of Show at each National Meet. Vehicle does not also win first place in its class. The member returning the award will receive an appropriate trophy as recognition of having won the award. Must score a minimum of 92 points.

Group 2 - Best of Show 1940 to 1959

Awarded at each Meet to the vehicle between the years 1940-1959 . Vehicle does not also win first place in its class. Must score a minimum of 92 points.

Group 3 - Best of Show 1960 to current recognized year

Awarded at each Meet to the vehicle between the years 1960 and current recognized year. Vehicle does not also win first place in its class. Must score a minimum of 92 points.

Senior Class (Initiated in 2001)

Once a car wins a Best of Show award, it will advance to the Senior Class. Cars in Senior Class compete for First, Second and Third place trophies. In time, as this class grows, it will be divided into Groups One, Two and Three.

Frequency of winning Best of Show

The Board of Directors and Officers voting in February 2000, decided to eliminate the restriction on winning multiple Best of Show awards within a 3 year period.

Mayflower 4 Door Sedan Award

The Board of Directors and Officers voted in February 2000 to eliminate this award.

Hard Luck Award

Awarded to the member who unfortunately has the most problems driving to or during a National Meet.

Long Distance Award

Presented to the member who drives his or her Plymouth the longest distance to a National Meet

Class 6	Class 7	Class 8	Class 9
1960-1974 Valiant	1962-1974 B-body	1960-1961 full size; 1965-1974 C-body	1964-1974 Barracuda
<u>1960</u> Valiant: V100,V200	<u>1962</u> Savoy, Belvedere, Fury, Sport Fury	<u>1960</u> Savoy, Belvedere, Fury	<u>1964</u> Valiant, Barracuda
<u>1961</u> Valiant: V100, V200	<u>1963</u> Savoy, Belvedere, Fury, Sport Fury	<u>1961</u> Savoy, Belvedere, Fury	<u>1965</u> Barracuda
<u>1962</u> Valiant: V100, V200, Signet	<u>1964</u> Savoy, Belvedere, Fury, Sport Fury	<u>1962-1964</u> No cars of this size offered these years	<u>1966</u> Barracuda
<u>1963</u> Valiant: V100, V200, Signet	<u>1965</u> Belvedere I, II, Satellite	<u>1965</u> Fury I, II, III, Sport Fury, Savoy (Canada)	<u>1967</u> Barracuda
<u>1964</u> Valiant: V100, V200, Signet	<u>1966</u> Belvedere I, II, Satellite	<u>1966</u> Fury I, II, III, Sport Fury, VIP	<u>1968</u> Barracuda
<u>1965</u> Valiant: 100, 200, Signet	<u>1967</u> Belvedere I, II, Satellite Belvedere GTX	<u>1967</u> Fury I, II, III, Sport Fury, VIP	<u>1969</u> Barracuda
<u>1966</u> Valiant: 100, Signet	<u>1968</u> Belvedere, Satellite Sport Satellite, Road Runner, GTX	<u>1968</u> Fury I, II, III, Sport Fury, VIP	<u>1970</u> Barracuda, Gran Coupe, 'Cuda
<u>1967</u> Valiant: 100, Signet	<u>1969</u> Belvedere, Satellite, Sport Satellite, Road Runner, GTX	<u>1969</u> Fury I, II, III, Sport Fury, VIP	<u>1971</u> Barracuda, Gran Coupe, 'Cuda
<u>1968</u> Valiant: 100, Signet	<u>1970</u> Belvedere, Satellite, Sport Satellite, Road Runner, GTX, Superbird	<u>1970</u> Fury I, II, III, VIP, Sport Fury, S23, GT	<u>1972</u> Barracuda, 'Cuda
<u>1969</u> Valiant: 100, Signet	<u>1971</u> Satellite, Brougham, Sebring, Sebring Plus, Road Runner, GTX	<u>1971</u> Fury I, II, III, VIP, Sport Fury, GT	<u>1973</u> Barracuda, 'Cuda
<u>1970</u> Valiant, Duster, Duster 340	<u>1972</u> Satellite, Sebring, Sebring Plus, Road Runner	<u>1972</u> Fury I, II, III, VIP, Gran Fury	<u>1974</u> Barracuda, 'Cuda
<u>1971</u> Valiant, Duster, Duster 340, Scamp	<u>1973</u> Satellite, Sebring, Sebring Plus, Road Runner	<u>1973</u> Fury I, II, III, VIP, Gran Fury	
<u>1972</u> Valiant, Duster, Duster 340, Scamp	<u>1974</u> Satellite, Sebring, Sebring Plus, Road Runner		
<u>1973</u> Valiant, Duster, Duster 340, Scamp			
<u>1974</u> Valiant, Scamp, Brougham, Duster, Duster 340			

Section II - Restoration Policy

Many times throughout the year the Plymouth Owners Club receives letters from members asking what does the Club look for in judging? While other letters ask why members cars did not score as high in Plymouth Owners Club judging as it did in other forms of judging, such as AACA.

The purpose of the Plymouth Owners Club is, of course, the “*preservation and AUTHENTIC restoration*” of the Plymouth automobile. It is to that goal that the Club’s judging sheets are aimed at. In fact, bonus points are added for cars with original factory installed upholstery and for cars with soft top roof inserts. It is possible for a car to score zero points in two categories if the car has the incorrect model-year engine installed or if the car has been repainted in an incorrect color. It is for this reason that a car may score higher in other club judging than it would in Plymouth Owners Club judging.

Read the Club judging standards carefully, then with them in mind, take the judging sheets out to your car and judge the car yourself. Be honest and fair ask yourself “Would a judge at a meet deduct points for this item?”. Those items or categories that have the most deductions are those areas of your car that need improvement.

Policy

The Club recognizes all Plymouths and Fargo vehicles 25 years old or older and certain foreign Plymouths with Dodge, DeSoto and Chrysler nameplates.

JUDGING IS BASED ON AN IDEAL FACTORY ORIGINAL. EXCEPTIONS ARE NOTED IN OUR BY- LAWS. MAXIMUM SCORE IS 100. MINIMUM POINTS FOR BEST OF SHOW IS 92. MINIMUM POINTS FOR FIRST PLACE IS 90; SECOND PLACE IS 85 AND THIRD PLACE MUST SCORE 75 OR MORE POINTS; MAYFLOWER 4 DOOR SEDAN AWARD IS 87. AUTHENTICITY IS ONE OF THE MAIN PRINCIPLES OF THE CLUB. ANY CHALLENGES OR QUESTIONS SHOULD BE DIRECTED, AT THE MEET, TO THE CHIEF JUDGE FOR THE MEET. DECISIONS OF THE JUDGING TEAM IS FINAL.

- **Engine** The original model engine must be installed in the said model. For example, a PB engine in a PB model car. A non-original engine installation shall result in ZERO points in the engine category at all judged meets. This policy does not mean that the original engine that came with the car from the factory must be installed. Any vehicle in violation of this policy is not eligible for first place, even though it may have an otherwise perfect score.
- **Glass** No car with a plate glass (non-safety) windshield will be judged at all at official meets. This vehicle shall not be considered safe for any officially sponsored or conducted tours. Other glass panels may be of the non-safety type but it is highly recommended to have safety glass throughout the car
- **Carburetors** The Carter BB-1 Universal Updraft is an officially acceptable replacement for the 1932 PB Carter types 4A2 and 4A3.
- **Paint** The Club does not possess a complete set of original paint charts prior to 1930. However a complete list of paint names does exist, together with most paint chips. For official judging purposes white, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models. Metallic paints prior to 1934 are not authentic except for a brown in 1933. Any member's car being judged at an official meet will receive ZERO points for the paint category if the above colors are used.
- **Upholstery** In the interest of authenticity and the promotion of Plymouth history, one bonus point is to be awarded each of the judged, club classified Plymouths which retains the original factory installed upholstery. The car is to be judged in the upholstery category as any other Plymouth.

- **Fabric Universal Joints** The replacement of 1928 through 1930 fabric universal joints with metal universal joints is allowed for safety reasons.
- **Roofs** A bonus point is given to all soft tops (sedans and open cars) for more equitable judging.
- **Turn Signals & Seatbelts** Some states require turn signals and or seat belts on motor vehicles regardless of their date of manufacture. The Club will not deduct points providing the lights are not mounted on the outside surface of the fenders unless within a dual tail lamp feature. Wires and plugs for a detachable signal system mounted to the bumper irons shall be hidden from normal view during judging. Seat belts should also be hidden from view during judging. Any other state imposed requirement will not be cause for a point deduction to the Plymouth being judged.
- **Engine & Accessory Colors** All 1928-59 cylinder heads shall be silver except high compression types which shall be red. All 1928-59 electrical accessories shall be black. Vacuum advance units, carburetors and fuel pumps shall be the natural "as cast" color. Fuel, oil and vacuum lines were generally a natural color but may be black. Intake manifolds of 1928-34 models shall be black while 1935-59 may be black or silver. Cylinder blocks, timing case covers, and clutch housings of 1928-34 shall be black. Generally 1935-59 models used silver on the above three places although black will be allowed. Research has shown that some 1935-1941 engines can have blocks as cast.

Judging

- **Non-member** Non-members' cars will not be judged at Club meets, however these cars are welcome to be exhibited if within the Club's years of coverage. Vehicles may be accepted as a potential member's vehicle.
- **Member** In the event of a disagreement over a point of authenticity of any judged Plymouth at any official meet of the Club, the Technical Director, or in his absence, the Chief Judge of the meet shall be the sole judge on this point.
- **Chief Judge** The Technical Director may act as Chief Judge when present at official Club meets.
- **Official Judging Sheets** At every official judging meet of the Club an official judging sheet shall be used. A copy of the official judging sheet for a judged **car will be provided if the owner puts the request in writing and submits it to the National President**. Allow 2-3 weeks to receive the copy.

Note - Some of the information provided in this package may contradict previous judging guides. If an individual has restored his/her car to the old guide, it is suggested that the area of disagreement be reviewed. The judges may decided to take no points off due to this, depending on the severity of the difference.

Section III - Judging Worksheets

Enclosed are the only judging sheets to be used at a National Meet.

Judging Summary Sheet, along with each Judging Worksheet, should have the top portion of each sheet filled out by the owner of the Plymouth being entered. The filled out Judging Summary Sheet only, should be given to the Chief Judge of the Meet before the judging begins. After the judging has been completed, the totals will be put on the Summary Sheet.

Judging Worksheets should be used in conjunction with the Worksheet Guides provided in Section IV, to judge a car. The "category value" is the maximum number of points allowed for that category. If bonus points are included in a category, the final score will NOT EXCEED the category value. A vehicle can not receive 6 points for a category with a maximum value of 5. Points deducted in a category should be subtracted from the category value, leaving the "Score" for that category. When the final tally is being done, the "Score" for each category is entered on the Judging Summary Sheet and it alone should be used when determining the Class winners.

The Judging Summary Sheet is divided similar to the actual worksheet pages. The subtotal line has been added to make the addition easier.

The latest Judging Sheets that should be used are Design 11, revised in March 2000.

PLYMOUTH OWNERS CLUB INC

(Design 11 - March 2000)

GROUP 1 - JUDGING SUMMARY SHEET

OWNER: _____ YEAR: _____ MODEL: _____ MEET: _____

BODY STYLE: _____ DATE: _____

Instructions: Owners

- Immediately fill out this Summary Sheet and return it to the Tellers
- Put your name on the Worksheets (7) and place them on the front seat.
- Fill out the Accessories Worksheet and place it on the front seat.
- Please remain with your car during judging to aid judges (open hoods, point out accessories, answer questions, etc.)

JUDGING IS BASED ON AN IDEAL FACTORY ORIGINAL. Exceptions are noted in our By-Laws. Maximum score is 100. Minimum points for Best of Show is 92. Minimum points for first place is 90. Second place is 85 and third place must score 75 or more points.

Authenticity is one of the main principles of the Club.

Classification	Comment	Score
A.	Glass	Max. 5
B.	Top or Roof Soft Top Bonus 1 pt Yes / No	Max. 5
C.	Tires	Max. 5
		Subtotal
D.	Body, hood, fenders, sheet metal, trunk, running	Max. 10
E.	board	Max. 4
Undercarriage		Subtotal
F.	Paint	Max. 10
G.	Wheels	Max. 4
		Subtotal
H.	Accessories	Max. 5
I.	Internal Trim and Instruments	Max. 9
		Subtotal
J.	Upholstery Orig. Bonus 1 pont Yes/No	Max. 10
K.	Floor Covering	Max. 4
		Subtotal
L.	Lighting	Max. 4
M.	External Bright Work	Max. 8
		Subtotal
N.	Mechanical Condition	Max. 7
O.	Engine Compartment	Max. 10
		Subtotal

100 Point Max. Total

Decisions of the Judging Team are final.

Plymouth Owners' Club

(Design 11 - March 2000)

GROUP 1 1928 - 1939 - WORKSHEET (Sections A, B & C)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately (The owners are not to review your work).

A. GLASS

Allowed Penalty:

—	1	2	Yellowing
—	1	2	Cracked
—	1	2	Chipped
—	1	2	Scratched
—	1	2	Other _____

_____ + _____ + _____ = Deducted points

Category Value 5 points

Subtract Deducted Points _____

SCORE:

B. TOP OR ROOF

—	1	2	Dirty, weather checked
—	1	2	Wrong Material
—	1	2	Poor Caulking or seal
—	1		Incorrect rear window (Open cars)
—	1	2	Holes, rips
—	1	2	Other _____

_____ + _____ + _____ = Deducted points

Category Value 5 points

Subtract Deducted Points _____ subtotal:

1 point BONUS (Soft Tops Only) _____

SCORE (not to exceed 5):

C. TIRES

—	1		Unmatched
—	1	2	Bald
—	1	2	Excessive Wear
—	1	2	Checked or Cracked
—	1	2	Other _____

_____ + _____ + _____ = Deducted points

Category Value 5 points

Subtract Deducted Points _____

SCORE:

PLYMOUTH OWNERS CLUB INC.

(Design 11 - March 2000)

GROUP 1 1928 - 1939_ WORKSHEET (Sections D & E)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately (The owners are not to review your work).

D. BODY, HOOD, FENDERS, etc.

—	1	2	Body cracks, rust
—	1	2	Body dents or ripples
—	1	2	Hood cracks, dents or ripples
—	1		Hood protectors missing or incorrect (1928-37 passenger, 1937-41 commercial)
—	1	2	Hood fit to cowl & shell
—	1	2	Fender cracks, dents, rust or ripples RF LF RR LR
—	1	2	Sheet metal rust, dents or ripples
—	1	2	Trunk (outside) rust, dents or ripples
—	1	2	Trunk (inside) rust, dents or ripples, paint
—	1	2	Running board bent, cuts or worn L R
—	1		Running board pattern L R
—	1		SERIAL NO. tag missing
—	1	2	Poor fit doors
—	1	2	Other _____

_____ + _____ + _____ = Deducted points

Category Value 10 points Subtract Deducted Points _____

SCORE:

E. UNDER CARRIAGE

—	1	2	Unclean (other than deposits from driving to Meet)
—	1		Wrong color (Black except 1928 - 1932)
—	1	2	Extra components (i.e. elect. fuel pump) (except turn signals)
—	1	2	Rusty
—	1	2	Excessive holes or dents
—	1	2	Other _____

_____ + _____ + _____ = Deducted points

Category Value 4 points Subtract Deducted Points _____

SCORE:rs

PLYMOUTH OWNERS CLUB INC.

(Design 11 - March 2000)

Group 1 1928 - 1939 Worksheet (Groups F & G)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately (The owners are not to review your work).

F. PAINT

Write original Chrysler Corp color name _____

—		5	Incorrect color
—	1		Incorrect stripe
—	1		Missing stripe
—	1	2	Chipped, peeled, scratched or checked
—	1	2	Excessive runs
—	1	2	Excessive orange peel
—	1	2	Blemish or dull
—	1		Sections not painted
—	1	2	Over spray
—	1	2	Poor surface preparation
—		7	Wet Look-clear coat, urethane, not orig. finish
—	1	2	Other _____

_____ + _____ + _____ = Deducted Points

Category Value 10 points Subtract Deducted points _____

SCORE:

G. WHEELS

—	1		Unclean
—	1		Bent or missing spokes
—	1	2	Wood spokes weathered
—		2	Wood spokes varnished (1930 - 1933 OK)
—	1		Missing stripe
—	1	2	Paint runs, chips, dullness
—			Over spray
—	1	2	Other _____

_____ + _____ + _____ = Deducted Points

Category Value 4 points Subtract Deducted points _____

SCORE:

PLYMOUTH OWNERS CLUB INC

(Design 11 - March 2000)

GROUP 1 1928 - 1939 WORKSHEET (Sections H & I)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Please list all the accessories you are claiming by circling the number or writing in. The judges will count up to five if they are recognized as official. Accessories must be original or vintage. Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately (The owners are not to review your work).

H. ACCESSORIES (for information, this is not a complete list)

- | | |
|--|----------------------------------|
| 1. Radio 30-U and up | 14. Shop or parts manual |
| 2. Heater - manifold or hot water | 15. One or more sales literature |
| 3. Dual horns - PB and up | 16. Tool kit - _ or more |
| 4. Dual tail-lamps - Q thru P8 | 17. Wide white sidewall tires |
| 5. Dual side mounts - Q thru P2 | 18. Wood wheels, PA to PE |
| 6. Dual windshield wiper | 19. Wire wheels, Q to 30-U |
| 7. Dual visor PC to P-14 | 20. Clocks |
| 8. Spare tire lock | 21. Wheel trim rings |
| 9. Side mirror (unless only 1 on Commercial) | 22. Deluxe radiator cap 31-33 |
| 10. Wind wings | 23. Others _____ |
| 11. Trunk rack | |
| 12. Trunk | |
| 13. Instruction manual | |

Category Value 5 points (not to exceed 5) Category Value _____
SCORE:

I. INTERIOR TRIM AND INSTRUMENTS

- | | | | |
|---|---|---|---|
| — | 1 | 2 | Incorrect door handles |
| — | 1 | 2 | Incorrect window handles |
| — | 1 | 2 | Incorrect screws, knobs |
| — | 1 | 2 | Components pitted or rusty |
| — | 1 | 2 | Components dented |
| — | 1 | 2 | Plating worn or peeled |
| — | 1 | 2 | Plating incorrect _ each |
| — | 1 | 2 | Engine turn worn or missing (PA& PB) |
| — | 1 | 2 | Incorrect gauge or plastic knobs |
| — | 1 | 2 | Missing gauge or plastic knobs |
| — | 1 | 2 | Non-working gauge |
| — | 1 | 2 | Worn paint |
| — | 1 | 2 | Worn or poor wood grain (closed bodies) |
| — | 1 | 2 | Incorrect use of wood graining |
| — | 1 | 2 | Improper location of knobs |
| — | 1 | 2 | Extra holes in dash |
| — | 1 | 2 | Other _____ |

_____ + _____ + _____ = Deducted Points

Category Value 9 points

Subtract Deducted Points _____
SCORE:

PLYMOUTH OWNERS CLUB INC.

(Design 11 - March 2000)

GROUP 1 1928 - 1939 WORKSHEET (Sections J & K)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately. (The owners are not to review your work)

J. UPHOLSTERY

—	1	2	Incorrect seat material F R RS
—	1	2	Incorrect door material LF RF LR RR
—	1	2	Incorrect material color (seats, doors, panels, head liner, assist straps)
—	1	2	Incorrect pattern (seats, doors, panels, head liner, assist straps)
—	1	2	Dirty or stained (seats, doors, panels, head liner, assist straps)
—	1	2	Torn or worn (seats, doors, panels, head liner, assist straps)
—	1		Missing Assist straps or robe rail
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 10 points Subtract Deducted points _____
Subtotal:

1 point BONUS (Original Upholstery Only) _____

SCORE (Not to exceed 10):

K. FLOOR COVERING

—	1	2	Incorrect pattern - F R
—	1	2	Incorrect material - F R
—	1	2	Incorrect Emergency brake mat
—	1	2	Worn/missing brake mat
—	1	2	Worn/missing pedal pads (except Q, U, PT50 & PT57)
—	1	2	Worn/missing floor mats, rugs - F R
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 4 points Subtract Deducted points _____

SCORE:

PLYMOUTH OWNERS CLUB INC.

(Design 11 - March 2000)

GROUP 1 1928 - 1939 WORKSHEET (Sections L & M)

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately. (The owners are not to review your work)

L. LIGHTING

—	1	2	Not working (1 each)
—	1	2	Sealed beams (except 1940 & up)
—	1	2	Incorrect lens or cracked RF LF RR LR
—	1	2	Incorrect tail lamp bracket R L
—	1	2	Incorrect head lamp bracket R L
—			Missing rubber grommets if reqd.
—			Poor external wiring
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 4 points

Subtract Deducted points _____

SCORE:

M. EXTERIOR BRIGHT WORK

—	1		Incorrect radiator cap
—	1	2	Incorrect lamps (head, tail, side)
—	1	2	Incorrect bumpers F R
—	1		Incorrect bumper bolts
—	1	2	Component cracked (lams etc.)
—	1	2	Components dented
—	1	2	Components pitted or peeled
—	1	2	Plating worn
—	1	2	Plating incorrect (1 each)
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 8 points

Subtract Deducted points _____

SCORE:

(Design 11 - March 2000)**GROUP 1 1928 - 1939 WORKSHEET (Sections N & O)**

Owner _____ Year _____ Model _____

GENERAL COMMENTS:

To Owners - Fill out above blanks and leave sheet on front seat.

To Judges - After completing the judging for these categories, return this sheet to tellers immediately. (The owners are not to review your work)

N. MECHANICAL CONDITION

—	1		Excessive brake pedal play (50%)
—	1		Excessive emergency brake play (25%)
—	1		Excessive steering play (2 inches)
—	1	2	Flexible pipe(bendable)exhaust/ tail
—	1		Leaks - exhaust system, visible soot
—	1	2	Leaks - brakes, transmission, diff.
—	1	2	Broken shock, spring RF LF RR LR
—	1		Worn spring shackles or bushings RF LF RR LR
—	1		Torn or missing universal joint boot
—	1		OPTIONAL - Unusual engine noise
—	1		OPTIONAL - Uneven engine running
—		3	Overdrive before 1951
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 7 points Subtract Deducted points _____

SCORE:**O. ENGINE COMPARTMENT**

		10	Wrong engine (vehicle is not disqualified)
—	1	2	Unclean
—	1	2	Wrong color - engine, firewall, block, head, oil filter etc
—	1	2	Plastic wire
—	1		Chrome parts (1 each)
—	1		Missing parts (1 each, fuel pump shield '31 PA - 39 P8, vacuum tank, Q, U & 30 U)
—	1		Missing body tag (1930 & up)
—	1		Incorrect parts (1 ea, i.e., carb., master cyl. lid, generator, regulator, batt. switch, etc, Max 5 pts)
—	1	2	Leaks: water, oil, gas
—	1	2	Unpainted, dented, welded parts
—			Poor body or mfr. tag (_ each)
—	1		Missing master cyl decal 1928 Q-30U
—	1		Missing decals - oil filter, oil filler, air cleaner (1each, Max 5 pts)
—			Missing brass carb. tag (PA, PB, PC, PD, PE, PF, PG, PJ)
—			Missing card board carb tag Q, U & 30U
—	1		Worn gen., starter, distributor. tag
—	1		Incorrect spark plugs (AC used 1928 - 1935 Blue body)
—	1	2	Other (Judges specify) _____

_____ + _____ + _____ = Deducted Points

Category Value 10 points

Subtract Deducted points _____

SCORE:

Section IV - Group 1 1928 - 1939 Worksheet Guides

The Worksheet Guides should be used with the Judging Worksheets to help determine the criteria for point deductions. The Guides do not cover all the questions that may come up, use common sense and be consistent for all vehicles. Any questions should be directed to the Chief Judge at the Meet.

Decisions of the Judging Team are final.

PLYMOUTH OWNERS CLUB, INC.

(Design 11 - March 2000)

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections A, B, C)

A. GLASS

- Windshield must be safety glass. CARS WITHOUT SAFETY GLASS WINDSHIELD WILL NOT BE JUDGED - contact Chief Judge immediately. (By-Laws 1b)
- Use judgement on yellowing and scratched penalty. We mean excessive - if all panels are very slightly colored uniformly, suggest no penalty.
- Delaminating (i.e. at frame borders usually) should exceed 1/4" before deducting.
- Do NOT judge rear window size of open body cars. (To be done in Category B).

B. TOP OR ROOF

- All soft top cars (open and closed bodies) receive a bonus point allowance of 1 in order to equalize the metal top advantage. In any event the maximum score is 5.
- Open body top color should be tan for early years. Black exception on 1928Q, 1929U.
- Closed body top material color should be black.
- Open body top material should be canvas to 1939. Black, grained oil cloth-like material exception on 1928-Q, 1929-U.
- Zippers not used on rear window of 1928-32 models (flaps in pockets on each side were used).
- Open body rear window size:

1931-32 ROAD.	6" x 18"
1928-30 TOUR.	7" x 21"
1931-32 PHAETON	6" x 18"
1930-31 Conv.	8" x 24" Oval or Rectangular
1932-39 Conv. Coupe & Sedan	6" x 24"
1932 Conv. Sedan	4 3/4" x 24"

C. TIRES

- Two or less unmatched , suggest _ pt. off; Three or more unmatched, suggest 1 pt. off.
- Bald - 1 point each.
- Excessive wear means greater than 50%.
- Imitation white walls accepted 1946-1950 models only.

- No radials until later years.
- No letter series before 1967.
- No tubeless before 1954.

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections D, E)

D. BODY

1. Sheet metal refers to running board splash pans, radiator apron, gas tank shield, et al.
2. Please circle the location of the defect on the WORKSHEET (RF equals right front)
3. Running board pattern incorrectness is most likely to occur on 1928-31 cars where a replacement mat is easier to install.

Correct 1938 - 1930 pattern should look similar to sketch.

1928-1930

4. Serial no. tag is on the instrument panel of 1928, 1929 models. All other models on right front door hinge pillar post.
5. Do NOT judge paint or finish (To be done in Category F).
6. Poor fit refers to an extra wide gap or uneven gap from top to bottom or front to back.
7. Use judgement in all items - add any additional penalty in OTHER spot and give brief detail.

E. UNDERCARRIAGE

1. Use judgement on cleanliness - if it had been raining just prior to the Meet, then do not penalize - this item is to penalize the person who never attempts to remove years of accumulated mud, grease, rust, etc.
2. Color - black is always correct. 1928-1932 cars may have color of fenders on chassis and under fenders.
3. Do NOT judge exhaust system.
4. Do NOT judge any leaks (To be done in Category O).
5. Excessive holes could mean unplugged holes from an earlier hot rod influence. Also modern shock absorber mounting.
6. Excess dents could mean obvious hammer dents on frame from old collision work.

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections F, G)

F. PAINT

1. Do NOT judge wheels, undercarriage, engine compartment (To be done in other categories).
2. Metallic paint on pre-1933 Plymouths means ZERO points in this category. White, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models.
3. Indicate location of defect, i.e. stripe missing on hood.
4. Excessive runs means more than two.
5. Excessive orange peel means over a significant area, i.e. 1/4 of door, etc.
6. Poor surface preparation refers to visible sanding or grinder marks, painting over dirt, rust or grease. Welded cracks are judged in Category D.
7. Typical over spray errors can be found on hood handles, hood protectors, trim, serial no. tags, etc.
8. Typical sections not painted are doorposts.
9. Incorrect color - all Plymouth trucks had a light to medium gray color on door sides and jams (visible after opening door).
10. Stripe (1933 & 1934 can have 2 or 3 stripes)

G. WHEELS

1. Only 1930-1933 (30-U-PD) wood wheels may be natural varnished.
2. Painted wood wheels must have stripe:
3. Plymouth truck wheels could be with or without stripe.
4. Plymouth steel disc wheels generally were striped.
5. Check for proper tire size.
6. 15" tires started in 1948

PLYMOUTH OWNERS CLUB, INC.

(Design 11 - March 2000)

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections H, I)

H. ACCESSORIES (For information only, see judging sheets & Tech Advisor sheets)

Note: Correct vintage accessories acceptable. Dealers often installed period items, such as heaters, prior to customer delivery.

- | | |
|--|----------------------------------|
| 1. Radio 30-U and up | 14. Shop or parts manual |
| 2. Heater - manifold or hot water | 15. One or more sales literature |
| 3. Dual horns - PB and up | 16. Tool kit - _ or more |
| 4. Dual tail-lamps - Q thru P8 | 17. Wide white sidewall tires |
| 5. Dual side mounts - Q thru P2 | 18. Wood wheels, PA to PE |
| 6. Dual windshield wiper | 19. Wire wheels, Q to 30-U |
| 7. Dual visor PC to P-14 | 20. Clocks |
| 8. Spare tire lock | 21. Wheel trim rings |
| 9. Side mirror (unless only 1 on Commercial) | 22. Deluxe radiator cap 31-33 |
| 10. Wind wings | 23. Others _____ |
| 11. Trunk rack | |
| 12. Trunk | |
| 13. Instruction manual | |

I. INTERIOR TRIM AND INSTRUMENTS

1. Important - this category is meant to judge authentic pieces as well as condition of plating or design.
2. Screws: Generally pre-1939 are of the STRAIGHT TYPE, NOT PHILLIPS HEAD. 1939 was a split year, 1940 & up Phillips head. ALL SCREW HEADS SHOULD BE OF ONE TYPE WITHIN A GIVEN SIZE.
3. Instrument panel on PA, PB, & PC should be engine turned on interior portion. (New plastic decal is acceptable if it is good workmanship).
4. Window & door handles had same style or pattern design.
5. Nickel plated parts should be nickel.
6. Choke & throttle on PA, PB, PE, PF, PG should have "C" and "T" on knob head.
7. Check temperature gauges closely - look for same design as other gauges.
8. Wood grain dash panels were not used on open body styles prior to 1949.
9. Check for authentic knobs and switches.

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections J, K)

J. UPHOLSTERY

Don't confuse material and pattern. Material refers to rubber or fabric, etc. Pattern refers to rib design or texture.

1. Original FACTORY installed gets a bonus of 1 point, total score not to exceed 10. If one door panel has been replaced but with material, design and workmanship equal to original then no penalty is recommended.
2. Material used on all rumble seats was leatherette.
3. Door side panels of open body cars were leatherette.
4. On closed cars prior to approximately 1939 the door panels were generally plain colored and not same pattern or design as seats.
5. Open body cars could have cloth or leather front seats.
6. Some of the closed body cars could have leather seats (Owner must show acceptable proof - parts list, accessory catalog, etc.)
7. Headlining always light tan, flannel type material, in early years.
8. Check for excessive wrinkles or bulges. Remember we are judging Plymouths not custom bodied classics. Generally the leatherette covered wind lacing was wrinkled on turns.
9. Seat belts standard starting in 1964. No deduction for seat belts.

K. FLOOR COVERING

1. Don't confuse material and pattern. Material refers to rubber or fabric, etc. Pattern refers to rib design or texture. An owner with cloth carpet in front should lose at least two points - one for incorrect material and one for incorrect pattern. Generally the early fours and sixes will have a universal rubber mat on the front which would be the correct material but incorrect pattern.
2. Rubber pedal pads were not used on Q, U, PT50 & PT57.
3. All models used rubber in front and carpet in rear except some Business Coupes which used rubber mat in rear.

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections L, M)

L. LIGHTING

1. Wiring in this category is external only - not under hood or dash. Look for wiring to headlamps and tail lamps - does it have correct loom?
 - a.) 1928-1929 headlamps had woven fabric loom
 - b.) 1930-1932 headlamps had metal conduit loom
2. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. Color was indicated by a small tracer. Some color was indicated by solid color also.
3. One of the main purposes of this category is to check working condition of the lighting system (burned out bulbs, defective switches, etc.).
4. Tail lamp lenses on 1928 to 1931 models was the "bee hive" type. Some early 1932 to 1935 models had "PLYMOUTH" on lens. None of the commercial models had "PLYMOUTH" on lens. Some early 1932 PB models used bee hive also.
5. If seal beams are present and correct for that year, patterns of lenses on both should match.
6. 1937 PT50 truck headlamps & lens must be BI-RAY.
7. 1937 P3, P4 headlamps say RITE-WAY.

M. EXTERNAL BRIGHT WORK

1. This category checks authenticity of headlamps, tail lamps, bumpers, hubcaps etc. as well as plating condition.
2. The 1930-U, PA and PC models could have painted headlamps.
3. Incorrect radiator cap refers to the external types used on 1928-33 models. The standard caps for 1931-1933 did not have winged lady. The PA, PB accessory cap had a winged lady.
4. Bumper bolts: PA, P3, P4, PT50, PT57 center bolt had a shield shaped head: PB had a round head; PC to PG had a large oval shaped head.
5. Bumper: 1928 had double chrome bars with two grooves painted black; 1929 had double chrome bars. The PD (1933) and PE(1934) front had a dip in the center.
6. 1937 PT50 truck headlamps & lens must be BI-RAY.
7. 1937 P3, P4 headlamps say RITE-WAY.

GROUP 1 1928 - 1939 WORKSHEET GUIDE (Sections N, O)

N. MECHANICAL CONDITION

1. Excessive play means free travel greater than 1/4 total movement except steering. Steering play should not exceed 2 inches.
2. "Leaks" on exhaust system refer to worn holes, rust outs, bad misfit or visible soot at junctions.
3. Metal universal joints are permitted for 1928-1930 models (By-Laws 1f).
4. Dual master cylinder as of 1967, not before
5. Look for overdrive on pre-1951 models (3 point deduction)

O. ENGINE COMPARTMENT

1. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. Color was indicated by a small tracer. Some solid color insulation is acceptable.
2. Color: The electrical equipment was always black. The cylinder heads were always silver (except hi compression which were red). The engine block & clutch cover could be all silver on 1935 & up models. Generally black on pre-1935 models.
3. Hose clamps were generally the double wire type with screwdriver tightening. The commonly found band type with worm drive are wrong.
4. Look closely for incorrect air cleaner and /or silencer. The owners instruction manual shows the correct type.
5. Look for incorrect updraft carburetor on early 4 cyl. models. The Carter BB-1 is an acceptable substitute for PB models only (By-Laws 1c). The PT-50 commercial used a Chandler Grooves manufactured unit. Generally all other models used Carter.
6. Electrical equipment on 1934 and prior models was Delco Remy (Look for tags). On 1935 and later models the manufacturer was Auto-Lite.
7. None of the models used rubber covered spark plug connectors.
8. Black fire wall on all pre-1935 models. The border on 1928-1929 was the junction of the vertical panel to horizontal. Other models border was at the lacing mounting.
9. Look for extra holes in firewall. (Old radio or heater mountings).
10. Look for chrome parts. Penalize 1 point each if not original, check with owner for proof.

Check List for Group I Category O Engine

Developed by Technical Director Earl Buton, Jr.

Engine number located on top-left-front side of engine block.

Year	Cyl.	Model	Sales Name	Engine Number Prefix
1928	4	Q	Chrysler/Plymouth	Q
1929	4	U	Plymouth	U
1930	4	30U	New Finer	U
1931	4	PA	New Plymouth	PA
1932	4	PA	Thrift	PA
	4	PB	New Finer Plymouth	PB
1933	6	PC		PC
	6	PCXX	Standard	PC
	6	PD	DeLuxe	PD
1934	6	PE	DeLuxe	PE
	6	PF	New Plymouth Six	PF
	6	PF (PFX)	Special	PF
	6	PG	Standard	PG
1935	6	PJ	DeLuxe	PJ
	6	PJ*	Special	PJE
1936	6	P1		P1
	6	P2	DeLuxe	P2
1937	6	P3		P3
	6	P4	DeLuxe	P4
	6	PT50	Commercial	T50
1938	6	P5		P5
	6	P6	DeLuxe	P6
	6	PT57	Commercial	T57
1939	6	P7		P7
	6	P8	DeLuxe	P8
	6	PT81	Commercial	T81

Section V - Technical Advisors' Comments

This information should be used by the Chief Judge to help answer questions or to break possible ties. Unfortunately all years are not covered in detail. There will be questions that still may not be answered by the information provided. The Chief Judge should then use his/her "expertise" and make a decision.

If any year is missing, it is because the Tech Advisor felt the Judging Sheets and Worksheets were sufficient to judge that year, or because no input was received.

It is hoped that additional information will be added to this section to develop a better standard to judge the various years against.

1928 & 1929 Q

Advisor's comments by Loyd Groshong (January 1993)

Additional data from Jan-Feb 1994 Plymouth Bulletin

Additional date by Earl Buton, Jr. (April 2000)

C. Tires

- Should be 4.75 x 20, credit should be given for use of original Goodyear diamond tread.

D. Body

- Serial number location, medallion on instrument panel.
- Radiator core should be honey comb type.
- Radiator badge on the Q reads "Chrysler Plymouth".

F. Paint

- Plymouth Standard Colors (per Plymouth Club Bulletin Jan-Feb 1994), see following pages.

G. Wheels

- Wood wheels should be painted. Wire and disc wheels were optional. Hubcaps embossed with an ornate "P", but the wood Q's were octagonal on the outer edge while the wood U's were mushroom-shaped, with the octagon behind the head. Wire wheel hub caps had Old English "P" embossed.

H. Accessories

- Front & rear bumpers, hot air type floor heater, header board mounted 8 day clock, cigar lighter & utility light combo, disc wheels, wire wheels, tire cover, Oakes stud-type tire lock, "Red Head" cylinder head (standard on roadster), spring covers, trunk rack (available only when equipped with side-mounted spare, trunk, top boot, top bow rests, windshield wind wings for open cars (standard on roadster), painted black letter monograms, applied type sterling silver monograms, special colors on body only, special colors on fenders, splash guards, frame horns, rear deck & tire carrier, leather upholstery for closed models, mohair for coupe, broadcloth for coupe, 2dr & 4dr sedans, cowl lamps with chrome mouldings, side mount fenders, special paint for chassis & running gear.

I. Interior

- No temperature gauge. Pin stripe outlined woodgraining on the sedan cowl.

J. Upholstery

- Mohair upholstery is available at slight extra cost for coupe. Leather extra cost for sedans. Broadcloth for coupe, 2dr and 4dr sedans was an option. Roadster and touring were leather with door panels being leatherette. Rumble seat should be leatherette.

K. Floor Covering

- No pedal pads. No floor mat in rumble seat.

L. Lighting

- Headlamp lens are to be "Depress Beam" on the Q, "TwoLite" lenses on most of the U series. Headlamps should have woven fabric loom.

M. Exterior Bright Work

- Bumpers on the Q had 2 chrome bars with 2 grooves (1/4" wide) in each bar. Grooves are to be painted black. Bumpers on the U were rounded. Headlamps are "Depressed Beam" stamped on top for Q.

N. Mechanical Condition

- Fiber discs were used for universal joints. Metal universal joints are permitted.

O. Engine Compartment

- Cylinder head is silver, except hi-compression which were red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 12 C. Engine number should begin with "Q". Spark plugs should be AC and blue base (In 1935 Chrysler Corp. stopped supporting AC and switched to Champion). Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall and should have "Lockheed" decal. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.

1928-29 Plymouth Colors

Body Color Combinations per Service Bulletin dated January 8, 1929

Model	Body	Beads & Moulding	Stripe
Roadster	Desert Sand Pyramid Gray	Pyramid Gray Biscay Green	Packard Ivory Gold Bronze
Touring	Desert Sand	Pyramid Gray	Packard Ivory
2 Door Sedan	Desert Sand Moss Agate Green Bolling Green	Pyramid Gray Ardsey Green Black	Packard Ivory Packard Ivory Ditzler's Emerald Medium Green Deep
4 Door Sedan	Bolling Green Marine Blue	Black Black	Ditzler's Emerald Sedan Medium Green Deep Gold Bronze
Bus. Coupe	Marine Blue	Coach Blue Deep	Moonstone Gray
DeLuxe Coupe	Russet Brown Norman Gray	Tobacco Brown Black	Primrose Yellow Ditzler's Partridge Cream

Plymouth Standard Colors per Confidential Bulletin dated May 21, 1929

Model	Color	Moulding	Stripe	Wood Wheels	Wire Wheels
Roadster	Ardsley Green Gualda Grey Chrysler Lt. Gray	Dundee Gray Gualda Grey Cigarette	Swamp Holly Orange Deep Mandarin Emerald Green	Ardsley Green Vermillion Chrysler Lt. Gray	Swamp Holly Orange Gualda Grey Deep Mandarin Vermillion Emerald Green
Touring	Desert Sand	Pyramid Gray	Packard Ivory	Pyramid Gray	Packard Ivory
Coupe	Black Dundee Gray	Black Ardsley Green	Flake White Packard Ivory	Black Ardsley Green	Cigarette
DeLuxe Coupe	Mexican Turquoise Thorn Maroon Buckingham Gray	Marquette Blue Chrysler Lt. Gray Thorn Maroon	Packard Ivory Extra Perm. Vermillion Swamp Holly Orange	Marquette Blue Thorn Maroon Thorn Maroon	Packard Ivory Blue Extra Perm. Vermillion Swamp Holly Orange
2 Door Sedan	Atkin Gray Chrysler Lt. Gray	Black Chrysler Dark Gray	Orange Double Deep Packard Ivory	Atkin Gray Chrysler Dark Gray	Orange Double Deep Cigarette
4 Door Sedan	Top Gallant Blue Marquette Blue	Marquette Blue Marquette Blue	Swamp Holly Orange Extra Perm. Vermillion	Marquette Blue Marquette Blue	Swamp Holly Orange Extra Perm. Vermillion

1929-1930 U

Comments taken from Mar-Apr 1986, Jan-Feb 1994 & Sept-Oct 1994 Bulletins

A. Glass

- The rear window of the early 30U was rectangular while later cars were fitted with an oval shaped window.

C. Tires

- Tire size was 19 inches.

D. Body

- Radiator badge on the U reads just "Plymouth". The 30U had a new winged radiator cap and a new black and gold Plymouth emblem.
- Most Striking differences of the 1930U was the wide chrome radiator shell and an externally mounted Klaxon Model 16 horn mounted above the headlamp bar. Hood louvers were now stamped into a flat side panel rather than in a raised panel like the U. The 30U became the first Plymouth to feature an all steel body.
- Fenders, which looked identical to the old U pieces, were actually a new design of heavier metal. The rear fenders on roadster and phaeton models did carry over from the Q and U, however.

F. Paint

- Plymouth Standard Colors per Plymouth Cub Bulletin Jan-Feb 1994, see preceding pages.

G. Wheels

- Wood wheels should be painted. Wire and disc wheels were optional. Hubcaps embossed with an ornate "P", but the Q's were octagonal on the outer edge while the U's were mushroom-shaped, with the octagon behind the head.
- Early 1930U cars were fitted with the old style "P" hubcaps, while later cars got the new style that featured the word "Plymouth" inside a raised parallelogram design. Wood wheel equipped cars saw a change from the de-mountable type rims. Wire wheel equipped vehicles saw 2 changes - cars up to serial number 1518228 utilized a 5 lug bolt wheel, while most cars after that to car 1558001 used a 6 lug bolt pattern - cars built after 1558001 returned once again to a 5 bolt wheel pattern.

H. Accessories

- Front & rear bumpers, hot air type floor heater, header board mounted 8 day clock, cigar lighter & utility light combo, disc wheels, wire wheels, tire cover, Oakes stud-type tire lock, "Red Head" cylinder head (standard on roadster), spring covers, trunk rack (available only when equipped with side-mounted spare, trunk, top boot, top bow rests, windshield wind wings for open cars (standard on roadster), painted black letter monograms, applied type sterling silver monograms, special colors on body only, special colors on fenders, splash guards, frame horns, rear deck & tire carrier, leather upholstery for closed models, mohair for cope, broadcloth for coupe, 2dr & 4dr sedans, cowl lamps with chrome mouldings, side mount fenders, special paint for chassis & running gear. First Plymouth radios offered in closed cars in 1930.

I. Interior

- No temperature gauge. Pin stripe outlined woodgraining on the sedan cowl.

- The interior of the 30U remained much the same as years past, although the instrument panel was slightly redesigned, the gauges nestled in the center of the panel in delicately designed nacelles. One item missing from the panel was the medallion type Fedco serial number plate. The serial number plate was moved to the right front door post.

J. Upholstery

- Mohair upholstery is available at slight extra cost for coupe. Leather extra cost for sedans. Broadcloth for coupe, 2dr and 4dr sedans was an option. Roadster and touring were leather with door panels being leatherette. Rumble seat should be leatherette.
- For the 30U, upholstery was in mohair, although open cars were fitted with leather, as were the rumble seat cushions.

K. Floor Covering

- No pedal pads. No floor mat in rumble seat.

L. Lighting

- Headlamp lens are to be "Depress Beam" on the Q, "TwoLite" lenses on most of the U series. Headlamps should have woven fabric loom.
- Lamp buckets on the 1930U were now painted rather than chrome plated.

M. Exterior Bright Work

- Bumpers on the Q had 2 chrome bars with 2 grooves (1/4" wide) in each bar. Grooves are to be painted black. Bumpers on the U were rounded. Bumpers of the 1930U were of the twin bar variety similar to those used in years past.

N. Mechanical Condition

- Fiber discs were used for universal joints. Metal universal joints are permitted.

O. Engine Compartment

- Cylinder head is silver, except hi-compression which were red (option). Block and clutch housing should be black. Fan should have 2 blades. Horn is Klaxon 12 C. Engine number should begin with "U". Spark plugs should be AC Blue base. Champion not used until 1935. Master cylinder supply tank should be 5" tall and 3" in diameter, with 1 3/4" diameter lid, and be mounted on left side of firewall. Hose clamps should be the double wire type. Exhaust pipe leaves from the rear of the engine in Q and from the front in the U.
- The 30U carried a U series engine but to differentiate between the old U engine & the new, engine numbers ran in a different sequence. The 1929U numbers ended at U110,000, while the 30Us U series engine began at engine number U200,001 and ran to U277,000.

1931 PA

Data taken from May-Jun 1985 & Mar-Apr 1978 Bulletins

PA built from May 1, 1931 to July 13, 1932. PA Thrift production began January 1, 1932 to September 23, 1932.

D. Body

- Available in Phaeton, Business Roadster, Sport Roadster, Business Coupe, Sport Coupe, Convertible Coupe, 2 dr Sedan, 4 dr Sedan, Taxi & Delivery Sedan.
- PA Thrift model was built in only the 2 dr & 4 dr models and all cars were fitted with wood wheels. It had no free wheeling transmission, no shock absorbers, no dome light & no instrument panel temperature gauge. At the rear was a 2 piece bumper flanking a fabric covered rear mounted tire. After April 4, Thrifts were upgraded, first by the addition of wire wheels. Also added were the free wheeling transmission & bodies were now offered in a series of color combinations.

F. Paint

- Special colors for body, fenders & sheet metal at extra cost. Body had deep structural mouldings stamped into them & these were painted contrasting colors for emphasis. See May-June 1985 Bulletin for colors & pin striping.
- Initially PA Thrift available only in black. Also painted was the radiator shell, the grill, the headlamp tie bar.

G. Wheels

- Five 19-inch Bonderized wire wheels standard equipment, with spare mounted in rear. Full balloon cord tires 4.75 x 19. De-mountable rims & wood wheels mark early production PA Thrifts with 30U like hubcaps.

H. Accessories

- Bumpers, trunk rack (side mount fenders only), top boot, cigar light & utility lamp, 8-day head type dial wind clock, fabric tire covers, metal tire covers, tire lock, cowl moulding & lamp (chrome finish), chrome headlamps & tail lamps, chrome plated radiator grille, spring covers, windshield side wings, side mount fenders, Philco Transitone Radio & shatterproof glass. Special colors for bodies, fenders & sheet metal. Leather upholstery available for sedan & coupe.

I. Internal Trim & Instruments

- Instrument gauges were nestled in "engine turned" panel in center of dash, free wheeling know is to left of panel. Garnish mouldings were trimmed in walnut.

J. Upholstery

- Sedans were fitted with broad cloth while open cars were fitted with genuine leather. Leather was an option on the conv. coupe. Interior of Deluxe Sedans had no pleats like other PA models. Driver's side rear door should have a pocket on the door panel.

L. Lighting

- Lamps had chrome plated rims standard but chrome lamps were optional.

O. Engine Compartment

- “Floating Power” engine mounts available. Free wheeling was used.
- Early PAs had air silencer mounted low below carburetor while later PAs had vertical air silencer like the PB models. All later production PAs had 3 bolt manifolds & a steering shock eliminator on the left front spring.

1932 Model PB

Tech Advisor's Comments by Ned Booher (March 1990)

C. Tires

- Used size 5.25 x 18, but 6 in. tires were also used. Credit should be given for use of original diamond tread tires.

H. Accessories

- Items that should be included:

Automatic clutch	trunk rack (only with side mounts)
Bumpers, front & rear	trunk
Top boot (open cars)	suit case set
Cigar lighter	clock (3 types)
Tire cover, fabric	two trumpet horns (K-26)
Tire cover, metal	windshield defroster
Tire lock	double windshield wiper
Chromium plated radiator louvers	
Spring covers	leather upholstery
Shatterproof glass(mandatory)	engine Red Head

J. Upholstery

- Taupe broadcloth or mohair

L. Lighting

- Three types of tail lights lenses:

Beehive, Script, Reflex (flat) - The first was used on early models.

The second script "Plymouth" was used on later models.

The conv. coupe and conv. sedan used a flat non-script.

O. Engine Compartment

- Horn should be Klaxon K-14 and mounted on steering column.
- Oil filter standard
- Crank hole cover was stainless.
- The Carter BB-1 Universal Updraft is an officially acceptable replacement for the 1932 PB Carter types 4A2 and 4A3.

1933

Tech Advisor's Comments by Marv Raguse (Sept. 1990)

Additional data by Earl Buton, Jr. (April 2000)

B. Top or Roof

- Canvas roof insert does not use a border welt.

F. Paint

- 1933 - Taupe Polychromatic is the only metallic paint color.
- 1933 pin stripe can go three ways. The thin line is approximately 1/16" to 3/32" wide and the wide line is approximately 1/8" wide. You could have one of the following patterns:
 1. Two 1/16" - 3/32" lines.
 2. Two 1/16" to 3/32" plus one 1/8" with the 1/8" towards the top.
 3. Two 1/16" to 3/32" plus one 1/8" with the 1/8" towards the bottom.

This data is based on factory photos. In cases 2 or 3, the 1/8" line is within the two 1/16" to 3/32" and favors the outside 1/16" to 3/32" line. On all three, the lines join and form a spear point at the front of the hood.

H. Accessories

- Radio is the Philco Transitone Model 5, cathedral head, steering column mounted.

M. External Bright Work

1. The PC (Oct 1932 - March 1933 build) had a fixed ornament. The radiator was accessed under the hood panel. Both fixed ornament and the radiator cap ornament were available without the winged goddess.
2. Bumpers - the 1933 PD with flat ends had a dip in the center, the PC and PCXX had a straight front bumper with flat ends.
3. Hub caps - gloss black on 2 places. Paint in "Plymouth" lettering and on the big semi spheres but not in grooves. (This has been checked by looking at a new one in a NOS box for verification. Hub cap and box came from a Plymouth dealer about 45 years ago. Earl Buton)

O. Engine Compartment

1. Color: The block was black and the head silver except the high compression Red Head.
2. The correct 1933 air cleaner is the helmet type. An optional oil bath is called out in the parts book and is also correct.
3. Carburetor: C6A1 to C6A4 is stock for 1933.

1934

Tech Advisor's Comments by Ed Peterson (Jan. 1998)

A. Glass

Windshield must be safety glass. Many original cars have been found to have lightly tinted glass, suggest no point deduction if all windows have it.

B. Top or Roof

- No rubber gasket between the black soft top material and the metal roof on coupes or sedans. Original used a tar like substance, modern silicone acceptable, should be black. Conv. top should be tan. Original material looks like canvas.

C. Tires

- Goodyear diamond tread was original equipment, (some factory pictures show straight tread on front and diamond tread on rear) original sizes are; PE - 6.00 x 16, PF - 6.00 x 16 or 5.25 x 17, PFX - 5.25 x 17, 6.00 x 16 w/wire wheels only, PG 5.25 x 17.

D. Body

- PE available in R/S, business & conv. coupes, 2 & 4 dr sedans, Town Sedan & woody wagon.
- PF available in R/S & business coupes, 2 & 4 dr. sedans.
- PG available in R/S & business coupes & 2 dr sedan. Has I beam front axle.
- PFX available in R/S & business coupes, 2 & 4 dr sedans & Town Sedan
- Running board pattern has wide 7/16 strips with thin strips between them. Early production grille shells come with bead chrome plated and the rest of the shell painted body color. A chrome grille (37 bars) should come with this set up. Later models have the bead on the grille shell painted and a stainless trim piece around inside of shell. Grille (35 bars) would generally come painted fender color or satin finish (Valchrome) and chrome grilles later became an option.

F. Paint

1934 Plymouth "PE"

PAINT CODE	BODY COLOR	FENDERS	STRIPE	WHEELS
101,102, 103,104	Black (LE-30VV)	Black	Gold Bronze	Black, Eng. Coach Vermillion
201,202, 203,203	Fisherman Blue #4 (IM-1444)	Black	Packard Ivory	Black, Packard Ivory, Fisherman Blue
208,209	Clipper Blue #4 Poly. (IM-1352)	Clipper Blue	Silver Bronze	Silver Bronze, Clipper Blue
504,505	Palm Beach Gray #3 (IM-1349)	Palm Beach Gray #3	Packard Ivory	Palm Beach Gray #3, Packard Ivory
601,608, 615,619, 623,624, 625,626	Empire Maroon (IM-429)	Black, Emp. Maroon	Silver Bronze, Packard Ivory	Black, Silver Bronze Empire Maroon, Packard Ivory,
801,802	Gunmetal Light Poly. (IM-1352)	Gunmetal Lt. Poly	Silver Bronze	Silver Bronze, Gunmtl. Lt. Poly

Gunmtl. Lt. Poly & Clipper Blue were metallic colors.

Carrotte No. 3 was a "burnt orange" color that was part of the Special Demonstrator Package.

1934 Plymouth "PF", "PG"

PAINT CODE	BODY COLOR	FENDERS	STRIPE	WHEELS
101,102, 103,104	Black (LE-30VV)	Black	Gold Bronze	Black, Eng. Coach Vermillion
201,202, 203,203	Fisherman Blue #4 (IM-1444)	Black	Packard Ivory	Black, Packard Ivory, Fisherman Blue
504,505	Palm Beach Gray #3 (IM-1349)	Black	Packard Ivory	Palm Beach Gray #3, Packard Ivory, Black
601,608, 615,619, 623,624, 625,626	Empire Maroon (IM-429)	Black	Silver Bronze, Packard Ivory	Black, Silver Bronze Empire Maroon, Packard Ivory,
*	Orion Blue (IM- 1443)	Black	Silver Bronze	Black, Packard Ivory

PFFX could come in chromatic Gunmetal w/black fenders & sheet metal unless ordered painted Gunmetal at extra cost.

* not shown on the Plymouth Service Bulletin dated March 1, 1934

- Have seen three types of pin stripes; one with 2 stripes, the others with 3, all styles meeting in a point on the hood. The 2 stripe design has 2 thin 1/32" wide stripes. One approx. 3/8" down from the top edge of the body bead and the other approx. 3/8" up from the bottom edge of the body bead. In one 3 stripe pattern, the top stripe is a thin 1/32" and is 3/8" down from the top of the body bead. Only 3/16" below that is a thick 1/8" stripe, and 3/8" up from the bottom of the body bead is another 1/32" thin stripe. The other 3 stripe pattern has one thin stripe above the door handle and then the thick over the thin stripe below the door handle. This last pattern was seen on a rough coupe. The two stripes ended at the lowest side corner and did not wrap around the body. Widths should be the same as the other 3 stripe design.
- 1934 Gunmetal Light (Polychromatic) and Clipper Blue (Polychromatic) were both very fine metallic colors available from the factory.
- Firewall should be black up to the hood lacing rivets, rest of cowl will be body color. Bumper brackets should be body color (per Data Book). Have seen original non-black convertible with complete dash panel and door moulding painted body color.

G. Wheels

- PE came standard with steel artillery rim, wires were optional. PF & PG came with wire rims. PFFX original rim is slightly different artillery style, it has 12 spokes and a grooved rim approx. 1" around the hub cap, wire wheel w/ 6.00 x 16 tires available in June 1934. Sunburst pin stripe pattern seen in ads and literature but not on any factory photos, doubt if it is normal. Factory photos show a double circular pin stripe on rim, one on each side of valve stem.
- US artillery wheel has 10 spokes while the Canadian wheel has 14 spokes.

H. Accessories

- Per sheet, two types of Philco radios available, PE radio should have face matching instrument cluster (white w/black letters), PF radio has face matching instrument cluster (black w/white letters). Also, two different configurations of radios. One with 3 pieces (head, tube box, speaker), the other with 2 pieces (head, tube box & speaker combined). Additional accessories per catalog.
- Side mounts, dual trumpet horns, passenger side taillight, cigar lighter, pass. side wiper, bumper guards, wheel trim rings, trunks with rack and bolt on trunks were options.

- PFXX had “Accessory Group C” composed of:

Steel artillery wheels w/17 x 5.25 tires
Dual chrome trumpet horns
Dual tail lights
Interior sun visor

Chrome windshield frame
Chrome plated head lamps
Grille finished in Valchrome (Satin finish)

Glove compartment & ash tray (all PFs now came with glove compartment & ash tray)

I. Interior Trim & Instruments

- PE instruments have white face with black numbers. PF & PG have black face with white numbers.
- No Phillips screws.
- Interior plating should be nickel including headlight switch. Choke & throttle knobs should have “C” & “T” on them. Cowl vent handle could be chrome per Data Book but usually black.
- Canadian model PE dome light, door handles and window handles different design than US. Canadian PE will have white onyx knob as do US models. PF will have metal knob as do US models.
- No woodgrain on dash or window moulding for convertibles, they are black or body color.
- PE woodgrain on dash, window frames & rear ash trays is Maple, PF woodgrain is Walnut.
- PE window knobs are Onyx, PF & PG are similar with metal knob on window handle.
- Top irons on convertible should be “white” per parts manual.

J. Upholstery

- PE could have Bedford Cord, Pile (Mohair), Leather or Broadcloth. Conv. usually had leather seat with leatherette panels and rumble seat. Conv. Plymouth ad shows front seat without any pleats as on coupes and sedans..
- PF could have Bedford Cord, Pile (Mohair) or leather.
- PG could have Bedford Cord or leather. No buttons or horizontal pleats on PG.
- PFXX could have Bedford Cord, Pile (Mohair) or leather.
- Leather was a rare option except in convertibles.
- US PE 4 dr sedans have pocket in driver’s side rear door. No pocket in doors of US PFXX sedans. Canadian PF sedan can have pocket in pass. side front door.

K. Floor Covering

- Front floor material was rubber, sedans had snap-in rug in rear. Rumble & trunk area had rubber mat.

L. Lighting

- Driver’s side taillight was standard and stand held license plate bracket. Pass. side light was an option. Lens could be plain or have curved “Plymouth” script. Taillight base and bucket could be chrome or painted, usually on PE would have chrome base. PE headlight shell chrome, PF & PG chrome or painted.
- Town Sedan (Close Coupled Sedan) has taillights which mount on the bumper bracket where it meets the frame, (similar brackets as 1934 Dodge sedan. Lens could be plain or have “Plymouth” script straight across. (Different than other 1934 lenses)

- Coupe and sedan taillight brackets are different. Sedan is longer and bottom is angled to fit fender. Coupe stand is flat on bottom.

M. Exterior Bright Work

- Stainless steel wings on PE hood vent doors.
- Early grille shell had chrome bead on shell and 37 grille bars. Later grille shell had stainless trim pieces on inside of shell instead of chrome bead and had 35 grille bars.
- PE could also have a dip REAR bumper, with the exception of the Town Sedan which had a straight rear bumper.
- Canadian door handles are different than US. PE can have cover over screws (similar to US) but the design of the handle is still different.
- Canadian model hubcap has similar design as US but is more of a bowl (deeper) than US.
- Canadian PE headlight bucket can have "FLEX ... BEAM" over "HEAD... LAMP" stamped on top & divided down the middle by the wing.
- PE sedan rear windows have chrome edges on window channels.

O. Engine Compartment

- PE engine number should begin with "PE", "PF" & "PG" engine number should begin with "PF".
- Firewall should have body plate and red oval company plates in center. Engine compartment should have the 3 black splash pans, one on each side of the engine and one in front.
- Decals should be on oil filter, oil filler cap and air cleaner.

1935

Tech Advisor's Comments by Paul Curtis (March 1990)

B. Top or Roof

- Material is long-grain black vinyl (oilcloth).
- Top seal meets at the rear, centered.

C. Tires

- Goodyear: 6.00 x 16; and 5.25 x 17 on most models. 6.25 x 16 on 7-pass and trav. sedan only.

F. Paint

- Any Corporation color was available at additional charge. Black fenders unless ordered as body color. Synthetic enamel on 2 door sedans...lacquer on other styles. Body color stops at the hood lacing. All firewalls are black.

G. Wheels

- Double stripe, one runs over valve stem hole. Body color most always correct. Blue, Red and Gunmetal Light colors allow black wheels. Vista Gray allows Black or Vermillion only.

I. Interior Trim and Instruments

- Woodgrain on all but Business Series and convertible. Nickel-plated trim.

J. Upholstery

- Upholstery is Broadcloth or Mohair. Bedford Cord was optional on the Business Coupe. Leather was found on Exports, 7-pass. sedan and convertible.

K. Floor Covering

- Rubber mat in the front and brown hogshair carpet on the rear floor, under and along side front seats. Carpets snapped to floor.

L. Lighting

- Cloth loom from headlights to taillights. Taillight wires have 15" of metal sheathing for protection from the rear cross member up to the taillight mounting reinforcement pad.

M. External Bright Work

- Chrome headlights, taillight and windshield frame on all but the Business series. Chrome taillight stands and chrome rear license plate bracket were available.

N. Mechanical

- Exhaust system originally had an exhaust pipe which was welded to the muffler. Factory system was painted black. Factory replacement mufflers have embossed part number. Look for exhaust pipe support bracket at bell housing.

O. Engine Compartment

- All wires are lacquered cotton braid in colors and covered by a black loom. Firewall is black. Engine and bell housing is also black. Cylinder head is silver. Oil filter is the sealed cartridge type, originally painted black. A heavy duty package included a Triplex air cleaner (take-apart), HD crankcase breather pipe air cleaner. Hose clamps were double flat strap type. PJ Deluxe cars had a regulator in place of the cutout.

1936

Tech Advisor's Comments by Frank Hutton (January 1993)

B. Top or Roof

- All closed cars have a material insert in roof. Material could be grained or plain design. All open cars have canvas tops, tan in color.

D. Body

- Running boards should be made of steel with proper 1936 molded rubber. The body should be all steel, no fiberglass.

E. Undercarriage

- It should be painted black with proper grease fittings installed.

G. Wheels

- Should be artillery type with the correct stripe - two lines on the wheels.

I. Interior Trim

- Dash gauge cluster face should be white in color. All export models had a dark brown face.

J. Upholstery

- Should be mohair, broadcloth or leather. Pattern could be plain or pinstriped. Seats should match door panels in color. Rumble seat was leather.

K. Floor Covering

- Front floor covering was rubber, black or brown in color. It has a ribbed pattern to match the pedal pads. Rear covering should be cloth. Trunk should be a rubber mat.

L. Lighting

- Headlights should be bulb type, no sealed beams. Head lamp and tail lamp housings should not be chrome plated.

M. Exterior Bright Work

- All exterior door handles should be chrome plated. Bumpers are chrome plated. Grille trim is stainless steel.

O. Engine Compartment

- Engine block is black in color. Head is silver. Silver block and clutch cover was also used on the 1936 model. Look for the correct wire hose clamps.

1937

Tech Advisor's Comments by Robert Semichy (August 1991)

D. Body

- Early production convertibles had a vent glass that was in line with the window glass. Late production open cars had a full window with no vent glass. Late, late production cars may have a vent wing screwed to the outside of the door like the 1938s and 1939s. The 1940s and 1941s are similar, but have a longer side bracket and one more side mounting screw. The mounting pads on these vent wings may have a bead.
- With the above exception, none of the exterior mounting pads or gaskets are beaded around the edge.
- There is a difference in the size of the rear grommet where the bumper support goes through the fender. Early production 3" x 2"; late about 4" x 4".
- The painted grille center has a special bolt near the bottom that holds itself to the grille that is oval shaped.
- There is a half round shaped piece of metal that fits down low in back of the grille. With the piece in place you can not easily see the ground when looking down through the bottom of the grille.
- The rubber between the headlight and bracket should be snug on both pieces because the rubber is molded to a piece of metal.

F. Paint

- All models were not painted in enamel; Los Angeles built cars were finished in lacquer and may be slightly different in color because of Polychromatic or very fine metallic being in the paint.
- Front and rear vent window frames on closed cars are black.
- All P4s have three body stripes. The two outside stripes are 1/32" with a 1/16" gap on each side of the 3/32" center stripe. The outside stripes come to a point on each end and the center stripe stops just short of touching the points. The middle of the center stripe is 1/2" up from the beauty line on the body or edge of the hood. The coupe and conv. coupe stripes end where the beauty line fades away on the rear of the body and the sedans end where the seam is before the rear panel under the trunk. All body stripes start on the front of the hood.

G. Wheels

- 1937 cars have three openings where the center is attached to the rim.
- The two 1/8" wheel stripes are 1/2" from the edge of the hub cap; the second is 5/8" from the inside edge of the rim. The second stripe almost divides the valve stem hole in half, but should end up a little high.

H. Accessories

- Bumper guards have studs welded to the back, so no bolt heads show like the 1938s and later. Fender skirt emblems look similar to the hood ornament. Front and rear center bolts are shaped like the Plymouth emblem.

I. Interior Trim and Accessories

- The only beaded pad is between the dash and the steering column bracket in the interior.

- Early production cars have drawer type pulls for lights, throttle, choke and vent wings did not have a locking button release like the late production closed cars had.
- All window, ash tray, glove box and cowl vent knobs should be a mottled gray and white or brown and white color. Windshield wiper knobs on closed cars are gray or steering column color.
- All interior plating is nickel including the slotted garnish molding screws and finish washers.
- The hand brake is plated and painted from the ring to the floor; the color should match the steering column.
- Late production cars, all closed and perhaps open models, had round knobs for the throttle, choke and light controls. The fronts of these are a silver faced slightly engine turned design covered with clear plastic; the plastic is held in place by nickel plated metal that forms the edge and the rest of the knob.
- The wood graining on the instrument cluster, center panel and glove box door are done in a herring-bone pattern with a $\frac{1}{8}$ " semi engine turned silver stripe edged horizontally with a $\frac{1}{16}$ " black stripe. The three panels are edged with a $\frac{1}{16}$ " silver stripe $\frac{1}{8}$ " from the edges. The edge of the $\frac{1}{8}$ " silver engine turned stripe is $2\frac{9}{16}$ " up from the edge of the glove box door. The background for the three panels is silver and the rest of the dash is much darker. All closed cars (P4s) and early production convertibles had wood grained dashes and garnish moldings.

J. Upholstery

- The upholstery on closed cars could be a gray or brown broad cloth with a molted stripe pattern or mohair. The open cars came in red, blue, green, neutral taupe, tan or black leather; same colors in closed cars for extra money, maybe with the exception of black.

M. Bright Work

- There are no stainless steel edges on any of the window felts or channels.

1938

Tech Advisor's Comments by John Sbardella (October 1992)

May - June 1992 Bulletin

B. Top

- Convertible tops were available in either tan or black.

C. Tires

- Goodyear black walls standard on DeLuxe models 6.00 x 16; while the Business/Roadking was fitted with 5.50 x 16 tires; 6.50 x 16 on most models. Sizes 6.00 x 18 & 5.25 x 20 were used on 7 passenger limousines and sedans.

D. Body

- The running board pattern had 3/8" wide raised rubber treads spaced between _" ribbed matting. The entire mat was made of rubber with no chrome trim.

F. Paint

- The entire car was painted a uniform color. Optional two-tone painting was available with black painted fenders being the secondary color. Rims were painted the same color as body.
- The body pin striping consisted of only one 3/32" wide stripe similar to the center strip used on the 1937 models.

Non West Coast cars - 1st digit of serial number would be 1 or 2

Body

Black
Middy Blue
Mercury Blue
Garfield Green
Avon Green
Stone Beige
Silver Wing Gray
Plymouth Gunmetal

Wheels

Black
Middy Blue
Mercury Blue
Garfield Green
Avon Green
Stone Beige
Silver Wing Gray
Plymouth Gunmetal

Fenders

Black
Middy Blue
Mercury Blue
Garfield Green
Avon Green
Stone Beige
Silver Wing Gray
Plymouth Gunmetal

West Coast car - 1st digit of serial number would be 3

Mercury Blue Metallic
Plymouth Gunmetal Metallic
Stone Beige Metallic
Middy Blue Metallic
Avon Green Metallic
Garfield Green Metallic
Silver Wing Gray Metallic

G. Wheels

- The rims have two painted stripes identical in markings to the 1937.

H. Accessories

- Spare tire was located in the trunk and mounted in the vertical position with a bolt-down clamp.

- Vent windows, auxiliary wiper and tail lamp, and arm rests were optional features on P5 models; standard on P6.
- Optional electric clock was located in glove box door; hand wound clocks were located in rear view mirror.
- Group A - right hand tail lamp, windshield wiper, sun visor, cigar lighter, dual trumpet horns
- Group B - right hand tail lamp, windshield wiper
- Group C - all of Group A plus "pillow type" seat upholstery, special door upholstery panels, front seat back trim, lighter instrument panel and garnish moulding wood graining, contrasting colors on the instrument panel, colored escutcheon plates on all handles, two front door arm rests, a color steering wheel with a chrome horn ring, a special gearshift knob and a glove box lock plus, on the outside, a front bumper grille guard, two chrome license plate frames, chrome windshield wipers, chrome strips on the running boards, and five chrome wheel trim rings.
- Radio could be mounted in center of dash which could be complimented with a rear speaker installed in the rear of the front seat back.

I. Interior

- Nickel plated circled knobs with clear plastic face replaced drawer type pulls.
- Early production models of the P5 and P6 had painted dashboards. Later models had woodgrain dashboards.

J. Upholstery

- Broadcloth or mohair on all enclosed cars. Convertibles featured Colonial Grain leather interior seats, rumble seats done in Moleskin imitation leather. Leather was optional in coupes and sedans.

K. Floor Covering

- Front floor mat was made of black rubber while the rear floor mat was carpeted.
- The set of gas, brake and clutch pedals along with the gear shift boot were available in either brown or black.

L. Lighting

- On the early models, the door-less type headlights with chrome trim ring were located higher up and forward than the later models. This feature became known as the "lobster-eye" headlight. Later models had the headlight lowered 1" and moved back 3" to give the car a more appealing look.

M. Exterior Bright Work

- Left and right side radiator shell moulding, radiator shell center moulding, and hood top panel center moulding were stainless, not chrome.
- Radiator medallion was red.
- The winged ornament located below the radiator grille had red painted stripes between each feather.
- The front and rear bumper guards had slotted openings for bumper bolts to be bolted to the bumper, unlike the 1937 models in which the guards and bolts were one piece.
- The name "PLYMOUTH" was painted black and was stamped across the face of the hubcaps.

- Production data list only one style front bumper. However, two different types are shown in their literature. One style has the ends of the bumper open-ended or flat and curved slightly back towards the rear of the car. The other style looks as if the ends are “pinched” closed and curved more sharply to the rear. The latter resembles the rear bumper used on both the 1937 and 1938 models.

1939

Tech Advisor's Comments by Robert G. Teller (March 1990)

B. Top or Roof

- Open body rear window:
coupe: frame is 24" x 4 _" (14 screws)
sedan: frame is 24" x 6" (16 screws)
- Black top optional on convertible and convertible sedan

F. Paint

- Body and fenders were same color as standard paint. A \$30.00 option was second color on fenders (rare but OK if second color was on paint charts).

G. Wheels

- Side mount spare was used only on Road King (P-7) Utility Sedan. This was not an official option on any P8 including convertible coupe or sedan. However, it is known that a few P-8s were made with side mount on right side only, as special order.

H. Accessories

- P-7 had 9" diameter hubcaps.
- P-8 had 10" diameter hubcaps.
- Both had same center emblem size and design. P-8 hubcap was used on all 1940 models (10").

I. Interior Trim and Instruments

- Screws: 1939 convertibles had slotted head screws (not Phillips head) in windshield/window sill trim, with conical washer under each screw.
- Window & door handles: 1939 & 1940 had same design,
- but, 1939 had tan knobs, 1940 had ivory. 1939s were all nickel plated.

K. Floor Covering

- Pedal pads were brown in 1939, including accelerator pedal and starter. Open body coupes used rubber mats in front and rumble seat, similar to business coupes. Rubber mats were brown. Front mat for convertibles was a different part number from all others due to raised floor.

L. Lighting

- Correct tail lamp lenses had sailboat motif and raised half-sphere "bulb" over reflectorized area at bottom.

1935 - 1941 Commercial

Tech Advisor's Comments by Ed Seeberg (Sept. 1990) also taken from "Standard Catalog of American Trucks" info on woodies, see July-Aug 1981, No. 129 Bulletin

A. Glass

- 1939 featured new 2 piece V-type windshield.

C. Tires

- 1935 - 6.00 x 16, 20 inch high clearance optional.
- 1936 - 6.26 x 17, 20 inch high clearance optional.
- 1937 - 6.00 x 16
- 1938 - 6.00 x 16
- 1939 - P-7 series 5.50 x 16, PT-81 series 6.00 x 16
- 1940 - P-9 series 5.50 x 16, PT-105 series 6.00 x 16
- 1941 - P-11 series 6.00 x 16, PT-125 series 6.00 x 16

D. Body

- 1935 - PJ series Westchester Suburban (woody - mounted on the business PJ chassis with a wheelbase of 113"), Sedan Delivery
- 1936 - P1 series Westchester Suburban (woody - mounted on the P1 business chassis), Commercial Sedan.
- 1937 - PT-50 series Westchester Suburban (woody), Sedan Delivery & Pick-up. Only year that the woody was mounted on a commercial chassis.
- 1938 - P-57 series Westchester Suburban (woody), Sedan Delivery & Pick-up.
- 1939 - Roadking P-7 Panel Delivery & Utility Sedan, Series PT-81 Sedan Delivery, pickup & Westchester (woody).
- 1940 - Roadking P-9 Utility Sedan & Panel Delivery, Series PT-105 pickup & woody.
- 1941 - Series PT-125 Pickup & Panel Delivery, P-11 Utility Sedan, Sedan Delivery. Woody buyers had a choice of finished to be applied to outer woodwork. Panels could be finished in either white maple or Honduras mahogany.

F. Paint

- See Jan-Feb 1988 Bulletin for commercial colors.
- 1938 - normally painted black, the radiator shell, headlamps & brackets, fenders and splash shields could be ordered to match the six standard body colors other than black.

G. Wheels

- 1937 right side spare wheel was standard.
- 1941 pickup used passenger car hubcaps.
- 1940 spare tire of the panel delivery was mounted forward of the right rear fender.

L. Lighting

- 1940 - Tiny parking lamps perched on top of the headlamps because they could not be incorporated in the new sealed beam lights.

M. External Bright Work

- Bumpers: Front bumpers were standard, rear bumpers were options except on the Commercial Sedan.
- 1940 - 3 horizontal strips of bright trim adorned the radiator shell.

H. Accessories

- 1935 - bumpers including spare tire, dual side mounts, side mount covers, fender skirts, bumper guards, radio, heater, glove box clock, cigar lighter, seat covers, spotlight, clock mirror, locking gas cap, dual air tone external horns, license plate frames, radiator grille cover, right-hand sunvisor, metal spring covers, wheel trim rings, right-hand wiper, oil bath air cleaner, ship ornament, Duo-Airstream heater, Deluxe hot water heater, standard hot water heater, 20 inch wheels.
- 1936 - front & rear bumpers, dual side mounts, fender skirts, heaters, spotlight, heavy-duty air cleaner, radiator ornament, metal rear spring covers, Deluxe steering wheel, 20 inch wheels, glove box clock, locking gas cap, Deluxe external "Airtone" horns, right-hand taillamp, right-hand inside sun visor, radiator grill cover, hand brake extension lever, exhaust extension, chrome wheel discs, license plate frames, defroster, electric defrost fan.
- 1937 - chrome rear bumper (was standard on Commercial sedan), dual side mounts, bumper guards, Chassis accessory group incl. chrome radiator shell, chrome headlamps, & double acting shock absorbers, dual horns, coach lamps for Commercial sedan, long arm rear view mirror, sun visor, metal tire cover, chrome windshield frame, right-hand taillamp, 4-speed transmission, painted sheet metal incl. fenders, splash aprons, running boards, oil bath air cleaner, Vortex air cleaner, governor, chrome headlamps, oil filter, chrome radiator shell, auxiliary seat - Commercial sedan, right side wiper.
- 1938 - dual forward-mounted spare wheels, rear bumper (pick-up), bumper guards, auxiliary tail lamp (Commercial sedan only), auxiliary windshield wiper. For dress up chrome plating on the radiator shell, headlamps & windshield frame. Commercial sedan could have side-mounted coach lamps. Others were an oil bath air cleaner, engine speed governor, oil filter, double-acting hydraulic shock absorbers, metal spare tire covers & long arm rear view mirrors.
- 1939 - (for PT-81) Oil bath air cleaner, right-hand taillamp, chrome headlamps, dual horns, colored sheet metal, chrome radiator shell, long arm stationary & adjustable mirrors, sunvisor, 4 speed transmission, chrome windshield frame, right hand wiper, express type rear bumper, spare wheel lock.
- 1940 - (for PT-105) oil bath air cleaner, Vortex air cleaner with standard cap or Vortex cap, Airfoam seat cushions, right hand taillamp, dome lamp, glove box lock, 32 amp generator, governor, chrome headlamps, grille guard, dual horns, heater & defroster, Deluxe Purolator oil filter, colored sheet metal, long arm stationary mirrors, sun visor, inside rear view mirror, 4 speed transmission, chrome windshield frame, RH vacuum wiper, LH electric wiper, dual electric wipers, Express type rear bumper, spare wheel lock, economy engine package group 1 & 2, asst tire sizes avail. - 25 x 20 four ply, 5.25 x 20 six ply, 6.00 x 16 six ply, 6.00 x 18 six ply, 6.25 x 16 six ply, 6.50 x 16 four ply, 6.50 x 16 six ply.
- 1941 - (for PT-125) oil bath air cleaner, Vortex air cleaner with standard cap or Vortex cap, Airfoam seat cushions, right hand taillamp, dome lamp, glove box lock, 32 amp generator, governor, chrome headlamps including cowl lamps, grille guard, dual horns, heater & defroster, Deluxe Purolator oil filter, colored sheet metal (no charge), long arm stationary mirrors, sun visor, inside rear view mirror, 4 speed transmission, chrome windshield frame, RH vacuum wiper, LH electric wiper, dual electric wipers, Express type rear bumper, spare wheel lock, economy engine package group 1 & 2,

I. Internal Trim & Instruments

- 1937 & 1938 instrument panel had 2 large circular gauges with Plymouth medallion between them.
- 1939 & 1941 had speedometer in center between 2 rectangular gauges on each side.

FARGO COMMERCIAL

Tech Advisor's Comments by C.D. Clayton (March 1990)

The Fargo is a Dodge pickup with its own very obvious trim package including:

D. Body

- The 1939 - 1947 uses the same grille and front end sheet-metal (exclusive of trim) as Plymouth pickups. Often due to scarcity, Dodge components are substituted.

L. Lighting

- Spears on top of the headlights in 1937 - 1942 (longer in 1937& 1938)

O. Engine

- Canadian production Fargos (except 1936) used the long Chrysler DeSoto block. This means that swapping another engine from most any Mopar six was possible. Correct engine numbers always start with "T".